MILLARD'S REVIEW

密勒氏評論報

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FLOODS in North China this year have attained proportions not equalled in several decades, and the news from Tientsin during the week has been of a very serious nature. It is evident that full reports as to the area of the floods or the damage done are not yet to hand, but judging from the fact that more than a hundred thousand natives have been rendered homeless in Tientsin and close vicinity alone, it is safe to assume that millions of the population in North China have been affected, not only losing their homes, but also their crops. Traffic on the Tientsin-Pukow railway has been interrupted and no mail from Peking has arrived in Shanghai for several days. Many of the foreign Concessions at Tientsin were flooded, and the low-lying Japanese concession afforded the unique sight of Chinese junks sailing through the streets. Appeals for relief are being sent out from various sources, and we understand that the generosity of residents in America is also being appealed to with a view to raising funds to relieve the suffering.

PROSPECTS for the winter generally in China are anything but encouraging. Signs of political unrest are to be seen on every hand, and, indeed, it was persistently reported during the week that another overthrow of the government at Peking is to be attempted within the next few days. The incidence of the floods at this time is most unfortunate, as the already disturbed mental condition of the populace is thereby considerably increased. It is interesting to recall, in this connection, that the Revolution of 1911, which broke out prematurely in Wuchang in the Autumn, was to a very considerable extent brought to a focus by the extensive floods which had occurred in the Yangtsze valley just previously. North China, on the whole, is rather unfortunate in the matter of floods. Here in Kiangsu province where the atmosphere is continually surcharged with moisture and where the countryside is one mass of canals, streams and lakes, it is rare for floods of any considerable dimensions to occur, whereas in North China, which is a very dry region generally, floods are of very frequent occurrence. The trouble is not that there is not water enough, or too much; merely that too much comes at one time.

FAR Eastern nomenclature is considerable of a puzzle to foreigners living out here and must be very confusing to readers in Europe and America. There are a number of reasons for this confusion, among them being the following. Chinese and Japanese names are represented by ideographs, and there is no way of representing their exact sounds with the English alphabet. The difficulty is enhanced by the fact that the letters of the English alphabet have no exact sounds,

and besides not only do the Japanese and Chinese pronounce the same ideograph quite differently, but Chinese in different parts of China also pronounce them differently. Then, as frequently happens, when foreign nations come along and also give these already confused nomenclatures still other names, all of which are spelled differently in the various European langages used out here, the confusion that results is very considerable. To take a few examples: The commercial port at the the southern end of Liaotung peninsula is best known to foreigners as Dalny, which is the name the Russians gave to it. The name selected by the Russians was quite appropriate. The original Chinese name for the place is Da Lien Wan, meaning Great Connection Bay, but generally shortened by the Chinese to Dalien. The nearest Russian word (in sound) to that was Dalny, which was quite *apropos*, as it means in that language, "farther"—that being the farthest the Russians had ever gone.

LATER when the Japanese retook the place the port blossomed forth as Dairen, which from the Japanese point of view was not a new name at all, it being simply the Japanese pronunciation of the original Chinese characters, Great Connection. Thus also when the Japanese took Korea, quite a bit of fun was poked in the American press at the appropriateness of the "new" name which the Japanese had given it; for instance, the pun was perpetrated that as Korea had now been "chosen" by Japan, it would interesting to note what she would choose next. But in reality the word Cho-Sen was merely the Japanese pronunciation of the thousand-old Chinese name of the place, Chow Hsien, two words which freely translated mean Morning Calm, and thus giving to Korea the name, the Land of Morning Calm. Japanese transliterations are further exemplifed in Shantung. The Germans spell the Kaiochow city, Tsingtau; the usual English spelling is Tsingtao. Here again the foundation for the name is two Chinese characters, meaning Green Island. It so happens that the Japanese pronunciation for these two characters is Seito, and the Japanese are doing their best to introduce this pronunciation also for foreign use, but it has so far not "caught on." The Shan Tung (meaning Mountain Eastwards) Railway has long ago been rechristened Santo, the Japanese pronunciation of the same Chinese word.

IT is also to be borne in mind that Chinese and Japanese names of places nearly always have a meaning. Thus the port Nagasaki, for instance, is represented by two ideographs meaning Long Peninsula, a most appropriate name. The Chinese pronunciation of the words is Chang Jee. The Japanese manufacturing city of Osaka, is represented by two ideographs, meaning Great Flatness. The Chinese call the place Da Ban. It will be noted that the word Da here is the same as the first part of Dalien, but the transliteration of Japanese names is further complicated by the fact that the Japanese have two or three different pronunciations for the same character. For instance, they might, if they followed the usual pronunciation of the characters, call their commercial city DaSaka, but in this particularly instance they call this first character O. In passing, it may be mentioned that American editors are puzzled frequently by the fact that Chinese surnames come first, and it was not an uncommon thing to see Yuan Sih Kai referred to in American papers as Mr. Kai. The Far Eastern "pidgin" English also proves a stumbling block for American editors. Leslie's Weekly recently published a photograph of Chang Hsun's soldiers "at Chow." The editor when he got the story capitalized the word Chow, taking it to be the name of a place. The photo shows a group of soldiers at dinner.

MR. S. S. McCLURE, well-known American publisher and writer who has been in the Orient for several months, recently wrote in the New York Mail: "There is something sardonically humorous in the contrast between the compulsory opening up of Japan by warships of the United States and Europe within the decade 1850-60 and the present attitude of the world toward Japan. A little more than half a century ago the great naval powers of the world, with the roaring of guns, compelled Japan to enter the family of nations. All that Japan asked from the world was to be let alone. Today, all that the world asks from Japan is to be let alone."

WE wonder if much the same condition regarding foreign trade and shipping will not come about with the entrance of the United States into the world arena. Persons with shallow intellects who speak slightingly of the prospects of America ever figuring in world affairs, might well examine the case of Japan, and then compare the resources of America with those of Japan to get an idea of possible future results. Previous to the war, few American manufacturers ever sold anything outside their country. The manufacturer who filled an occasional order from South America or the Orient was the exception. They were too busy supplying their own markets and developing their own country, but at the same time thay had been learning a little about the possibilities of foreign trade. Surely these world markets if of sufficient importance to cause a world war, merited their attention. American factories established in Great Britain had been notably successful in dozens of lines. Successful American chain-stores and department stores

in London and on the continent in Europe, showed Americans that other nations had no monopoly on business ability, inventiveness, and enterprise. Then the war came on, and American manufacturers found the whole world clamoring for merchandise. Old trade lines, (many of them artificial ones) broke down under the strain of a world war. American merchandise sold abroad jumped from G.$2,440,712,975 in 1913 to G.$6,182,886,159 in the period from May, 1916 to May, 1917, and recent reports show that the coming year will place it around the ten billion mark. And of this amount less than fifteen per cent consisted of munitions of war.

A GLANCE at the shop windows both in the foreign and native sections of Shanghai and other ports of China will show the transition that is taking place in merchandising. This merchandise will not all be cleared away and substituted by other makes at the close of the war. It has reliably been stated that in five years American rubber plantations in Malaysia will be able to supply all of their own needs in rubber, and advance purchases in this field already guarantee that the world's market for this necessary product of peace as well as war will remain in America. And hand in hand with foreign trade, comes the growth of a merchant marine. Few persons nowadays question the fact that the United States will assume Germany's place as second in the world's shipping at the close of the war. Persons who seek to minimize these things and say that conditions will return to normal following the war, speak without knowledge of facts and world conditions. In this connection we quote from "Business and the War," a recent publication of the Alexander Hamilton Institute of New York as follows:

"UNDER these conditions American industry after the war should be more productive and in a better competitive condition than ever before in its history. The development of managerial ability and efficiency, the breaking down of restrictive practices, and the development of greater productive efficiency of the wage-earner, should make possible large reductions in the cost of production of each unit of output. A greater degree of cooperation between capital and labor will also probably have been developed. If the relations between industry and the Government are also handled in a spirit of broad patriotism without the seeking of temporary excessive profits, business and industry may expect to be freed from vexations and harmful regulation and coercion and be permitted to combine under generous Government regulation so as to secure the most economical and effective results in producing and selling. At the termination of the war the banking and credit facilities available to American business should surpass those of any other country, and under these conditions together with those expected to develop during the war, American industry and business should be supreme in the home markets and well able to compete with any other country in the markets of the world."

AS the war continues, more and more dead wood is being eliminated in every country, even in the few countries that still remain neutral. We read in the August Nineteenth Century Review (London) an article by George A. Dewar on "Reconstruction and Reaction" to this effect: "Reactionists should make up their minds that after the war the soldier in France and the civilian working on munitions at home will have to be given a much better chance in life, and a much better wage than the vote necessarily implies. To conscript men into the trenches, and then on their return to civil life, after they have saved the country, to propose that they shall have no better share in that country than in pre-war times is inhuman. Should the reactionists prevail and get possession of the party machinery after the war, a sudden storm of perfectly natural indignation will sweep away the old order of things and it will bring with it the conscription of capital and the conscription of land. The revolutionary spirit is abroad today in other lands than Russia. Let us not overlook what is going on in Russia, though little advertised over here: the people there are simply taking the land. It is certain that what is happening in Russia will happen in England, if we suffer the reactionists to prevail, and to regain possession of the machines of Government. We shall have then a revolution instead of an evolution in land, and it may as in Russia be a violent and bloody one."

AND with the elimination of these things internally, we may also expect as great or greater results internationally. Nations will as closely watch the activities of their business firms in the foreign field as they watch them at home. Unfair trade practices prohibited at home will not be permitted abroad. The world is going to be a better place to live in after this war, for the individual. The manufacturer who is successful in foreign trade most likely will be the one who deserves to succeed simply because he has learned how to make a better product than his competitors. He will not be able to summon his government to force inferior goods on anybody. This has an interest for China, because with her integrity guaranteed, she can devote her attention to internal development and she can exercise her free choice as to the brand of merchandise she buys. On the other hand she will have to improve the quality of the merchandise she sells, for she in turn will be in competition with other

nations—Russia, India, Egypt, and Mesopotamia —for instance. The present world has no use for the "slacker." The future world that will come out of the war will have still less use for the "slacker-nation" that depends upon monopoly rather than energy, education and ability.

AMERICANS in the Far East who are always more or less in the dark as to public opinion at home, owing to the lack of a direct telegraphic news service, are constantly under the apprehension that leaders of public opinion at home are not able to see things (pertaining to the Orient), as clearly as they (being on the spot) see them. American papers containing reports of the arrival of the Japanese Mission and editorial comment thereon, are beginning to arrive in the Orient. In the Richmond, Va. Times-Dispatch, we find the following comment, which proves that the Southern editors still have the ability of shooting straight either at an idea or otherwise. The editorial which was headed, "Prodding Our Friends, the Japs," follows:

Whether the purpose, or even the effect, of our embargo against exportations of steel is to deprive Japan of materials whereof ships may be built, the political bearing of such action will be commended. This will constitute the first public pressure yet exerted upon the Japanese government for a fuller participation in the war, and will at the same time serve notice upon that country that we have the courage to carry out any policy we see fit to adopt for the successful prosecution of this contest. This embargo is the boldest stroke yet delivered in the direction of Japan. For three years the allied governments have been coddling the Far Eastern power, seeking to induce it to assume its share of the war's burdens, knowing, as we all must, that Japan expects rich rewards for what she may contribute, or even what she has already contributed. There have been repeated evidences that the allies have lost patience with the Japs, though for diplomatic reasons this attitude has not been openly manifested. Meantime Japan has fattened off the war. She has sold enormous quantities of war materials to Russia, being generously paid, it might be added, for every dollar's worth of goods delivered. She has, moreover, worked assiduously to gain complete control of the shipping on the Pacific, and because of the withdrawal of many American merchantmen to the Atlantic, the commandeering of British craft by the British Admiralty and the complete paralysis of the German merchant marine, the Japs have largely succeeded. When the Tokio government was appealed to to employ some of her ships in the war area, she demurred. It may be a disagreeable duty to force issues with an ally, but this government has not hesitated, if we are to accept the Washington interpretation of the embargo. We have pointedly indicated to the Japs that they cannot continue to buy ship steel in our markets unless their ships are to be used in furthering a common cause. We do not and cannot object to Japan profiting by war conditions, but we expect her to make some sacrifices if she is sincere in her belligerency. It is expected that Japan will kick up a fuss about this embargo. But Japanese kicking should no longer exercise us. In fact, there are a lot of good Americans who are eager to accept any opportunity to show Japan that we are in no sense afraid of her. Too many Japs in public life have conceived the false idea that America trembled every time we gave a thought to the military power of that country. Now seems to be just as good a time as any to disabuse the Jap mind of that notion.

THE Christian Science Monitor, published at Boston, Massachusetts, is one of the all too few American daily newspapers that has developed a really intelligent viewpoint in its discussions of international questions. It may be mentioned in passing that the S.C. Monitor, although published by a religious society is really a *news* paper in the best sense of the word. Mrs. Eddy is dead—or has disappeared from human perception as she would have preferred to state that fact—but her paper lives on. Its aim is always to print constructive news, and its editorial criticisms are in keeping with the paper's general policy. Any comments that it makes are therefore worthy of careful consideration, and this statement applies particularly to a recent editorial entitled, "As One Ally to Another," from which we quote the following paragraphs:

"SPEAKING as one ally to another, there are a good many questions which the United States will find it necessary to put to Viscount Ishii before their conferences come to an end. For one thing the United States is, for more reasons than one, particularly interested in the maintenance of "the Open Door"; and, for another thing, the United States, like some other countries, is not particularly impressed by the part that the Japanese ally has so far taken in the war. To take the last, and the least important question, first, it has to be remembered

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OF THE FAR EAST

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THOMAS F. MILLARD, Editor — J. B. POWELL, Assistant Editor

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that Japan is essentially the belligerent, in the present war, who has succeeded in making it pay rather than otherwise . . . . Japan has made huge profits out of material during the war, and not a single soldier of hers has been employed, except for the few weeks of the siege of Kiao Chau, and hardly a turret has been fired by her fleet. Now the occupation of Kiao Chau is an incident which Japan will find it necessary to explain before the war comes to an end, as is also that of the Caroline Islands. The Caroline Islands, Japan claims to have occupied by an agreement with the British to save them sending troops and ships there. The fortress of Kiao Chau was taken, after a short siege, from the Germans, but it was not German property that Japan seized upon that occasion, but an integral portion of the Chinese Empire."

"THUS, it may be said, to adapt a well known saying, in the discussion of Japanese politics, that all roads lead to China. That is the discovery which Mr. Lansing and Viscount Ishii will make before they have been very long seated at the same table. There is very little to be gained by beating about the bush. Japan has practically taken possession of Manchuria by a process of peaceful permeation. Is she to be allowed to stop there, and so begin the disintegration of the Chinese Empire, or is it to be intimated to her, quite plainly, that Manchuria is Chinese territory?. . . . Speaking, then, as one gentleman to another, as the Bishop dryly remarked to the highwayman, in the inn, by the Portsmouth road, there are several little discrepancies, in the policy of Japan, which Viscount Ishii will need to clear up, if he is to leave with the confidence of the Government of the United States. To be quite plain, when the present mission was undertaken, there was every prospect that the Japanese envoy would arrive in Washington able to point to a condition of chaos in China, as a reason why the United States should extend to Tokio an invitation to restore order in Peking. The ineffable Chang Hsun had, at that time, emerged from his railway carriage on the Tientsin-Pukow line, and was playfully assuring the President of China of the protection of the army of brigands, which he had brought with him, to insure law and order in the capital, and to make quite certain that the republican troops did not give way to looting."

"NOW it is not an absolutely assured fact that there was no connection between the contemplated mission to Washington, and the sudden and ardent anxiety for the stability of republican rule in Peking, exhibited by Chang Hsun. On the contrary there was that distinctly compromising visit of one of the principal officers of the Japanese army to Chang Hsun, in the railway siding, and there was simultaneously that Japanese tour of inspection of the Chinese arsenals, all brought about, apparently, by a purely philanthropic anxiety on the part of Japan to be of use to the Chinese Government. If only Chang Hsun could have maintained order, in Peking in his own peculiar way, the sort of order he exhibited in the peaceful sack of Nanking, the Japanese mission might certainly have arrived in Washington at a moment when it would have been possible to have declared, with the exact veracity of General Sebastiani, that quiet reigned in Warsaw, otherwise Peking. The Japanese people are, however, one of the allied nations in the present world struggle. They must therefore not forget that the last thing that struggle was undertaken to countenance was aggression upon another country. The freedom of Belgium, the freedom of Poland, the freedom of Rumania, and the freedom of Serbia, in the west, are promises which the people of the allied countries have written into a bond, made in the name of Principle. It is therefore, perfectly impossible that they can countenance in the Far East the disintegration of a great empire because it is weak, by a smaller nation because it is strong. That it is tolerably certain, must be the reply of the people of America to any proposal for a peaceable permeation of Manchuria first and China after, no matter how specious may be the arguments employed to prove that it is all in the interests of law, of order, or of necessity. That is, speaking as one ally to another."

THE Washington correspondent of the same paper also dwells on certain points, the significance of which is all too little understood in America. He says, the following:

The great publicity organization of Japan, which has its headquarters in New York and has agencies throughout the land, is counted upon to do its part toward dispelling suspicion in the United States, and its work will presently be manifested in the newspapers in this country. It is hardly to be expected that the forthcoming discussions will avoid the subjects of Manchuria and Mongolia and the interests of this country connected therewith with respect to the open door policy. To this policy, of course, this country is irrevocably committed. It is considered, therefore, if the Japanese mission could gain a position where Tokio could have a free hand in China without objection from the United States, the mission would be a paramount success. Relieved of all fine phrases, diplomatic compliments, fanfare of trumpets and full dress dinners, that is what the mission is after. . . . The desire of the United States is that China shall be allowed to work out its own destiny. It has done very well, according to its friends, for many thousands of years, and has now come into the light of democracy, where its masses are wavering and on the point of falling into step in that march towards a common goal, a government by the consent of the governed. The only shadow that broods over Peking, according to the best information available, is the domination and influence of Tokio. Efforts have been made to deceive the

public of the United States concerning China's financial standing and her credit has been attacked in many ways. On August 5 a Washington newspaper published, as a fact, that China was to negotiate a loan from Japan at the interest rate of 10 per cent. The story was made out of whole cloth for Peking knew nothing of it. Sometime ago the representative of a United States bank which had negotiated a loan to China journeyed to Peking after the transaction had been completed and the money paid. At Tokio the Japanese bankers, who did not know the money had been handed over to China, entertained the American at a dinner, during the course of which pains were taken to explain to him that China was bankrupt and utterly corrupt. The purpose obviously was to prevent the completion of the loan to China. It is well understood that one of the first acts of the democratic government of China coming out of the revolution of 1913, was to banish opium from the country, a traffic which had beclouded the masses for ages. It now appears from official reports that Japan has surreptiously shipped into Manchura and Mongolia in the past two years, more than two million pounds of morphine. More recently the Manchu restoration fiasco, in which the renegade Chang held a brief and inglorious sway in Pekin, was fostered and encouraged by the Japanese Government. It is considered a matter of the utmost importance by friends of the administration that Japan and the United States should meet not on the ground of deception on one side but with frankness and full candor on both sides.

The American Automobile in China

WILL the automobile accomplish for China what it has accomplished for the people of the United States in the matter of relieving the congestion of the cities, improving the living conditions in the country through the construction of roads, broadening the viewpoint of the people as a whole and generally raising the standard of living?

Although the accomplishment of these things must necessarily be slower in China than it was in America, conditions in China now point to a repetition, in a smaller way perhaps, of what has been accomplished in the other republic across the Pacific. When six Chinese brothers all purchase cars for themselves in one week; when one wealthy Chinese purchases an entire shipment of high-grade American cars for his own use; when it is almost impossible to operate a taxicab business in Shanghai because of the high prices the Chinese offer for the taxicabs for their own private use; when the entire equipment of service cars in the Shanghai garages are rented night after night by Chinese for joyriding purposes; when entire cargoes of American automobiles are purchased in Shanghai before the said cargo have left the factory at Detroit; when a Chinese province builds an automobile road and purchases American trucks with thirty passenger capacity bodies for operation as a government enterprise,—certainly it may safely be said that China is progressing automobile-ward.

Americans who have observed the growth of the automobile business in its various developments in the United States to its present magnitude of 3,512,996 cars (in operation), would derive great satisfaction if the industry should start in the same direction in China. Recently in Shanghai a wealthy young Chinese purchased a new eight cylinder Cadillac. He had been using it a few days when somebody gave him a clipping from an American paper containing a picture of Barney Oldfield in one of his famous submarine-shaped racers. Gone immediately was the love for the fine new Cadillac. Young China had to have a car like Barney Oldfield drove, as portrayed in the picture. Arguments were of no avail. He had to have a cigar-shaped body on his car, so the fine new Cadillac body was removed and a coach-building plant put to work converting the car into a real devil-wagon for the streets of Shanghai and the speedway on the Rubicon. This young Chinese has even gone Barney one better, for the tail of this car has been shaped to resemble the fin of a fish. At night a little door is opened and behold there is a handsome display of various colored lights.

About fifteen or twenty years ago transportation throughout China was by sedan chair or wheelbarrow, although these had given way for the rickshaws in the foreign Settlement, and there are now approximately 15,000 of these small vehicles in public and private use in Shanghai. Now the question is will the rickshaw, which certainly was an advance in transportation from the sedan chair, have to give way for the motor car in China, just as the closed carriage and one-horse buggy gave way for the automobile in America?

There are three things in China that will handicap the growth of the automobile and truck business, so they may as well be stated at the beginning.

1. Lack of roads. Outside of the few miles of paved roads in the several treaty ports China may be said to have no roads. China also has comparatively few miles of railroads in proportion to her tremendous area. This, of course, has its bearing on the construction of wagon or automobile roads.

2. Time. The element of time does not enter largely into business in China. If a Chinese merchant has a business engagement at Jessfield, it doesn't make much difference whether he gets there in fifteen minutes or four hours. Competition hasn't become so keen in China that it is ever necessary for a man to be at five places inside of one hour, or to be at "five places at the same time" to use an American slang expression. As a matter of fact, many Americans and Europeans as well, who have accumulated their

fortunes, prefer to live in the Orient in order to be out of the hurry and bustle of the Western world.

3. Low-priced labor is the third element that handicaps the growth of the motor car and truck industry in China. When the family piano arrives and is unloaded from the ship, four coolies will deliver it to your home on Bubbling Well Road, or rather carry it to your home on their shoulders, in a couple of hours and the cost will be about $2 Mex. or about $1.50 U. S. currency. However, this same argument was used against the first railroads and tram cars in China.

Shanghai is the center of the automobile business in China, or perhaps the Orient. Peking and Tientsin probably come next. There is at least, one record of four adventurers who made the trip from Peking to Tientsin in an automobile, but the record does not tell the condition of the car or its occupants upon their reaching the end of their journey. Peking, on account of its potential possibilities for good roads, may have the better of Shanghai in time from the standpoint of an automobile center, but from the present standpoint Shanghai is showing China the way in automobiledom. In North China and Manchuria, however, even without roads, the automobile is being introduced for cross-country runs in winter time when the ground and streams are frozen. Last winter, for instance, a French merchant in Harbin made the trip from Changchun to Harbin in this way and arrived only about half an hour later than the daily passenger train. The Russian trains, however, are not noted for making records.

The first motor car appeared in Shanghai sometime around 1901. Various stories are told of this car. Some say it was a species of steam car that was operated with a crank and was owned by a Frenchman. The records in the tax collector's office show that the first cars were registered by the municipality in 1902, there being eight of them. Previous to this it was not thought necessary to license cars, so it may be possible that the pioneer car arrived much earlier than 1901. However it is known that up to the last few years practically all cars were owned by foreigners, but more recently the Chinese have taken to the motor car as a "duck takes to water" to borrow an expression from the automobile license department of the tax office where tendencies in motor cars may be noted to good advantage.

Shanghai's supremacy in the automobile line is due; First, to the circumstance that it is the chief seaport; second to the fact that there is more wealth in Shanghai both among foreigners and Chinese than in any other city; third to the fact that Shanghai is the principal city in China having a well-developed system of roads suitable for automobile traffic; fourth, and this is important, to the fact that practically all the leading makes of American and European cars have the headquarters of their agencies for China in Shanghai and conduct aggressive selling campaigns here.

On these points, something further might be said regarding the automobile roads of Shanghai. Shanghai now has about seventy miles of roads suitable for automobile traffic. About thirty-five of these are in the country outlying and are the most used. These roads are hard surfaced with macadam and asphaltum. To date the Chinese officials of the provinces of Kiangsu and Chekiang surrounding Shanghai and also at Peking have opposed the extension of roads from the international Settlement of Shanghai to other cities in this vicinity, the grounds for the opposition being that the foreigners would use the road as a means of extending the jurisdiction of the foreign settlement. This feeling has even prevented the construction of a much-needed road from Shanghai to Woosung, only ten miles away.

That this opposition of the Chinese to the extension of roads from Shanghai to other points may be overcome by a system of toll-road construction, is now the belief of many foreigners and Chinese as well. The plan is to obtain permission to construct toll roads by joint companies of foreigners and Chinese, the title to the road remaining with the Chinese Provincial Governments, in order that the roads may be used for military purposes by the government should the need arise. It is generally believed that this system of road construction would be as successful in China as it was in the United States a generation ago. In some parts of the United States the toll roads have been so satisfactory that they are still operated and kept in repair by private companies of farmers and merchants in preference to state or county control and support of roads.

There are abundant evidences in various parts of the country that China once had great imperial highways connecting many of the most important cities, and that these highways were paved with stone and bordered with trees. Dr. Arthur H. Smith who has written a great deal about the history and characteristics of China and the Chinese tells of traces of these roads that exist not only in the neighborhood of Peking, but in such remote regions as Hunan and Szechuen.

"Vast sums must have been expended on their construction and it would have been comparatively easy to keep them in repair, but this has been uniformly neglected, so the ruins of such highways present serious impediments to travel, and it has been supposed that this decay of the great lines of traffic took place during the long period of disturbances before the close of the Ming dynasty about four hundred years ago."

Some of the problems of road building are indicated by the same author as follows: "In fact the very conception that a road, or that

anything, belongs to "the public" is totally alien to the Chinese mind. The "streams and mountains" (that is, the Empire) are supposed to be the property in fee simple of the Emperor for the time, to have and to hold as long as he can. The roads are his too, and if anything is to be done to them let him do it. But the greater part of the roads do not belong to the Emperor in any other sense than that in which the farms of the peasants belong to him, for these roads are merely narrow strips of farms devoted to the use of those who wish to use them, not with the consent of the owner of the land, for that was never asked, but from the force of necessity. The entire road belongs to some farm, and pays taxes like any other land, albeit the owner derives no more advantage from its use than does any one else. Under these circumstances it is evidently to the interest of the farmer to restrict the roads as much as he can, which he does by an extended system of ditches and banks designed to make it difficult for any one to traverse any other than the narrow strip of land which is indispensable for communication. If the heavy summer rains wash away a part of the farm into the road, the farmer goes to the road and digs his land out again, a process which, combined with natural drainage and the incessant dust-storms, results eventually in making the road a canal. Of what we mean by 'right of way' no Chinese has the smallest conception."

Although the foregoing was written in the days of the Empire, conditions are the same at the present time with the exception that there is now a general feeling among the Chinese that the country needs a system of wagon roads as well as railroads and undoubtedly this will be one of the great fields for foreign engineering enterprise in the future.

The same feeling toward the roads in the country largely obtains in the cities. Merchants do not hesitate to build their stalls or spread their wares right out into the public street and obstruct traffic. The same condition also obtains in a lesser degree in the cities of Japan. The writer remembers one experience in Japan when it was necessary to remove an ironing board and other laundry materials from a street in Tokyo in order that the car in which he was an occupant could pass. In many of the cities of China the streets are too narrow except for the smallest of cars, and in addition to the narrowness of streets, the frequent gates erected to prevent the spread of riots, are another handicap. Even in Peking, the foundations, of these old gates are still in the streets and prevent the crossing of automobiles except at risk of life and limb or both to the occupants of the car. Whether the possession of cars by the Chinese themselves will remedy this remains to be seen. In all probability it will have much the same effect upon roads and streets in China that the possession of a car has had upon the attitude of the American farmer toward his roads. Certainly there is quite a gap between the attitude of the young Chinese who drives his own roadster about the streets of Shanghai and the attitude of his father who was content to ride on one side of a Chinese wheelbarrow with a pig or some other merchandise on the other side to balance the affair.

When the first automobiles were brought to China by foreigners for their own use, it was thought necessary to bring along a chauffeur from the home country. This feeling no longer prevails, in fact it is doubtful whether there is a single foreign chauffeur in China. The Chinese make the finest drivers in the world, in fact it is doubtful whether any foreign driver, no matter how skilled, could pilot a modern auto down a native Chinese street filled with rickshas, and teeming Chinese humanity with babies crawling along the middle of the street to add to the confusion. A Chinese chauffeur is absolutely without nerves. He will come through the most trying situations without any show of emotion, except perhaps some shouted profanity at the hapless coolie that just grazed the front fender with his wheelbarrow.

The average cost of maintaining a car in Shanghai including the chauffeur's salary and gasoline is from Mex. $ 50 to $ 100, a month or from $ 35 to $ 76 in American currency. Although the chauffeur compares favorably with the American chauffeur in driving ability, it is impossible to say as much regarding his ability to care for the engine. Unless watched, he is quite likely to let it run until it actually stops without thinking to overhaul it or examine its parts for defects.

There are exactly 1,000 registered automobiles in Shanghai. This includes the International and the French Settlements. In addition to this there may be 300 or 400 more that are stored owing to the owner being away in the War or at home on a business trip. In addition to this number of cars, there are 145 registered motorcycles and twenty-two vans or trucks. There are about ninety makes of automobiles in the city according to K. J. McEuen, Capt-Supt. of Police who has charge of the automobile registration department. In numbers the Studebaker comes first with the Ford a very close second. The next four in the order of their number are the Hupmobile, Buick, Cadillac and Overland. Owing to the fact that the automobile plants of France, Great Britain and Italy, have been requisitioned for war purposes, no European cars have been sold in China since the war began. The leading European makes sold in this country preceding the war, were, of course, the French cars, which were sold in great numbers. The leading makes of European cars having agencies in Shanghai are the Berliet, Brazier, Delage and Renault. It is commonly

said in Shanghai that a second-hand French car five years old will sell at a higher price now than it cost when new.

The number of cars registered in Shanghai is of course no indication of the number that are imported into this port and then trans-shipped to other points. This has especially been true in the last year, with regard to American cars which now have the whole field.

In 1916, there were imported into Shanghai according to figures compiled in the custom house, 350 automobiles. As an indication of the rate of growth of the use of cars in this port, 216 were imported into Shanghai in the first five months of the present year, or from January to June, 1917.

Motor-cars to the value of Hk. Tls. 686,725 and motor-cycles to the value of Tls. 28,021 were imported into the whole of China from foreign countries in 1916, according to figures supplied to Millard's Review by the statistical department of the Inspectorate General of Customs.

According to figures compiled by the United States census department, there were 6,624 American automobiles exported to Asia in 1916. This includes Japan, China, Straits Settlement, French Indo-China, and Dutch East Indies. The value of these cars approximates $8,000,000 in U. S. currency. It should also be mentioned in this connection that Japan has started in a small way to manufacture automobiles, which will of course have a future bearing on the sale of foreign cars in that country and also possibly in China if the Japanese are successful in their plans. That the Japanese will ever cut much figure in this field, is doubted by American motor car manufacturers owing to the inability of the engineers of Japan thus far to design a satisfactory gasoline engine for automobile use, most of those being used now coming from America.

In 1915, there were 105 automobiles in Hongkong, practically all being of American make. Peking is said to now have about 300 automobiles. The Straits Settlements imported in 1916 about Gold $350,000 worth of automobiles, the use of cars in that country being facilitated by about 2,500 miles of good roads. In 1916, Java, another market not mentioned before in this connection, imported about 3,000 cars, 2,251 of which came from America, the rest coming from Netherlands and Italy.

What is the best type of car for China? This is as difficult to answer here as it has been in America and the various models brought out by practically every manufacturer, show that they are as much at sea as any one else. Since the entire eastern plain of China is but a few feet above sea level, certainly the element of hill-climbing ability does not figure as it does in practically all parts of America. A car may be driven for seventy miles in Shanghai and the only thing resembling a hill encountered is a railroad crossing. The element of hills however does figure in northern and western China. The narrow roads or paths in the country would seem to point to the use of cars such as the Ford; or motorcycles and side-cars, or the miniature editions of automobiles so widely used by Young America at home and at college.

Two interesting experiments in transportation by means of automobile trucks are to be made in China this year. One is in the province of Fukien and the other in Peking. The Eastern Garage Company in Shanghai is now engaged in constructing three large trucks with 30-passenger capacity bodies that are to be operated in the province of Fukien in South China over a system of roads the provincial authorities are now engaged in constructing. Gasoline and kerosene will be the motive power. The other experiment along this line will be made in Peking where it has been announced that a syndicate has been formed to operate passenger motor-trucks over the principal streets in place of tram cars. Shanghai already has in operation several lines of trackless tram cars that have proved successful. The possibilities of passenger motor busses in China are practically unlimited when it is considered that in a country whose territory is practically equal to that of the United States there are but 6,467 miles of railroads, with only 2,300 more under process of construction.

As mentioned previously, the elements of cheap labor and lack of roads enter into the problem of automobile trucks. Of the twenty-two trucks in use in Shanghai, most of them are used in the service of the Chinese post office and a few foreign firms. Practically all heavy drayage work in Shanghai is done on two-wheeled trucks propelled by four or five coolies who take the places of horses in front and one behind who does the guiding and balancing. In northern China this work is done by means of two wheeled Manchurian carts drawn by from one to five tough ponies. These carts are heavy cumbersome affairs with heavy wheels bound with riveted steel tires and iron bound felloes. The body of the cart rests directly on the axle, so the conveyance is not the most pleasant thing imaginable to ride in—as many tourists who have tried the experiment can testify. Off hand we would say that a country where human labor is so cheap and plentiful that a horse can't stand the competition, would he a poor market for automobile trucks. But we must remember that China is changing from an agricultural to an industrial country so the time may not be far distant when the human animal will become too valuable to do the work of the horse, or motor car.

J. B. P.

Manufacturing Possibilities in China

LIKE every other country whose mainstay is agriculture, China has been "exploited" by foreigners as regards manufactured articles. Many a Chinese coolie is wearing cloth spun at a loom attended by an American or English lass. With an import duty of less than five per cent, and with the field open for all, and with each country's merchants under their own Consuls, China has always proved a real battle ground for trade, and in the end the Chinese have had a choice of materials and products to select from, the variety of which is hardly exceeded, and seldom excelled, in any country. The Chinese are, as a matter of fact, familiar with many European articles which are seldom seen in America, where they are kept out of the country by a high tariff.

China's imports of foreign manufactured articles amount annually to a value of several hundred million gold dollars, and yet the needs of China are largely supplied by home industry. Hand labor is very, very cheap, machinery is expensive, transportation is poor and internal transit taxes tend to restrict movement of cargo, so that throughout the length and breadth of China the average Chinese family manages either to make what it needs itself or has it made in the same village. Even great as is the import of textiles into China it has been estimated that 95% of the clothing used in China is home-made.

In the last decade, however, and particularly since the outbreak of the war, manufactures on foreign lines have developed quite extensively, Shanghai being by far the greatest centre for factory enterprise. One of the first branches of manufacturing to receive the attention of foreigners has been that of cotton spinning, and scores of important establishments of this kind now line the waterways around Shanghai. While on the whole the cotton spinning companies have been successful, yet, to quote a recent Customs report, they can hardly be said to have realised the expectations of their promoters. Conditions have, however, improved very much in recent years. One of the great drawbacks previously had been that the native labor was so inefficient that about a decade ago one of the local cotton mill managers expressed the opinion in a speech that one Lancashire employee was worth three Chinese. There has, however, since that time been a marked and growing increase in the efficiency of the Chinese worker, and most of the cotton spinning companies in Shanghai are now paying fair dividends.

Next in importance to cotton mills, of businesses developed on foreign lines, are the silk filatures, in which the silk is unwound from the cocoons and spun into threads. The word filature is derived from the French word "fil," meaning thread. There are numerous silk filatures in Shanghai, but in recent years there has been a tendency to erect the factories nearer to the centre of the silk worm industry—around Wusieh, in this province,—as in this way the freight charge on the cocoons, which is a considerable item, owing to their great bulk, is obviated.

The milling of flour has also received a great impetus in the last decade, and has practically put a stop to the enormous imports of flour from the West Coast of America; flour being at one time one of the principal exports from America to China. This industry has been developed mostly in Manchuria, principally in Harbin by the Russians, but also to a certain extent in South Manchuria by the Japanese, there being, for instance, a large Japanese mill at Tiehling, which, just recently was, by the way, partially destroyed by fire. There are also a number of large flour mills in Shanghai, in which foreign—mostly American—machinery is used. The one most recently erected is entirely electrically operated, the current being supplied so cheaply from the Municipality's electric plant that it was decided not to install a steam power plant. There is at present not a single flour mill in Shanghai in non-Asiatic control. One of the largest mills in Shanghai, developed under German auspices, practically never paid any dividends, and the management about seven years ago was turned over to Japanese; they, however, fared no better than the Germans and eventually the old concern was liquidated. The Japanese managers thereupon took over the mill entirely and since then no statement has been published as to whether a profit is being made or not.

The tobacco industry also has developed enormous proportions in China, the smoking of cigarettes having become a general habit since the ban was put on opium. The principal tobacco organization is largely supported with American capital, but the incorporation was made under the British flag. Recently also other American tobacco companies have commenced operations in China. Factories for the manufacture of cigarettes are located at several places in China, the principal one being in Shanghai. A large proportion of Chinese tobacco is used, this being mixed with leaf imported from America. The success of the "trusts" has also attracted the attention of Chinese capitalists, who, realizing that there must of necessity be very heavy overhead charges in an organization employing hundreds of foreigners, felt that they would be able to compete, provided their business was properly managed. Up until several years ago these native plants were not able to make any headway, but in the last few years the Chinese have entered the field on a much more extensive scale and one of them, at least, is gradually extending

its business and making a profit. The Japanese tobacco monoply is also making a bid for China trade, their operations being confined principally to the northern parts of China; for instance, South Machuria and Shantung, where they can exert pressure through their military organization. In the province of Shantung, particularly following upon the occupation of Tsingtau, Chinese dealers were out-and-out intimidated by threats that trouble would be made for them if they did not handle the Japanese product exclusively.

The one form of industry that is practically entirely under European control is that of shipbuilding and repairing, in which line of endeavor two large British limited liability companies are engaged, both located in Shanghai. In addition to these there is, however, the highly efficient Chinese government plant near Shanghai and also one fairly large Chinese private plant, and also several smaller concerns in other ports of China.

A notable success in the foreign manufacturing line is that of a large piano company organized more them a decade ago. Their pianos are built specially for the climate, have a deservedly high reputation, and are sold in all parts of China in competition with European and American pianos.

It is not the purpose of this article, however, to write about the established manufacturing plants in China; that would require a book. There are large bean-pressing establishments in Manchuria, several large candle-making and soap-making plants in Shanghai, and a printing industry that quite astonishes the newcomer to China. The Chinese government's printing plant at Peking is modelled on the United States government plant at Washington, and is really a tremendous concern. The very latest Hoe automatic color-printing presses are used in printing revenue stamps, and the ink-making department is as large as that of many American or European concerns engaged in supplying inks for the printing trade. And at Hankow there are brick-tea plants, under Russian control, the largest of their kind in the world.

The purpose of this article is to impress upon the reader: First, that the manufacturing industry in China has been growing rapidly in recent years and particularly since the outbreak of the war; second, that there is being developed in China, under foreign control, a household manufacturing industry, of articles for European and American use, similar to that of France and Belgium; and third, that there is a splendid opportunity to develop an export trade of China's food products on lines somewhat different to those which have been followed generally up until this time.

The reader abroad must bear in mind that in the Far East generally, and in China particularly, pure physical strength is used infinitely more, and mechanical appliances much less, than in the Western half of the globe. Men are cheaper than horses in China, and horses here are cheaper by several hundred percent than they are in Europe and America. But in China—and also in Japan and the Straits Settlements—human beings are cheaper to pull vehicles than equines, hence the jin-ricka-sha, literally the man-power-cart. All over China, the wheelbarrow is to be seen threading its way uphill and down dale in a narrow path, pushed along by a sweating coolie, balancing a heavy load by means of a strap over his shoulders. Until some holocaust visits China and destroys say one or two hundred million of the population the Chinese wheelbarrow will probably continue to be a ubiquitous article on the Chinese landscape. It is a fairly well established economic law that in a sparsely settled country (like Canada, for instance) land will be cheap and labor dear, and as a natural corollary there is a great incentive to use labor-saving machinery. On the other hand where the population is dense (as in China) land will be comparatively dear, and labor cheap, with a consequent small demand for labor-saving machinery. Yet, notwithstanding all this, labor-saving machinery is gradually being introduced. The Chinese wheelbarrow man cannot compete with the railways, but he actually still is competing with the street cars in Shanghai, carrying six or eight Chinese cotton operatives to and from their homes cheaper than the electric street-cars will carry them. Wages are also gradually rising in China and each advance means a step in the direction of using labor-saving machinery. The cotton-gin (hand machines mostly) are now in general use throughout China. Cotton-spinning plants with the latest American machinery are being erected in various parts of China. A large stocking and sock industry is being developed purely under native auspices, and so on. The use of electrictiy is "catching on" rapidly. Farther and farther into the interior almost monthly new electric lighting plants are being installed.

To those who contemplate establishing any sort of industry in China the first point to bear in mind is that in China the masses individually have a very small purchasing power; it is the fact that there are so many that makes any business catering to their needs assume such vast proportions. By way of example, supposing it was an edible sweet chocolate factory that was to be introduced. Whereas a five-cent package would appeal to the American "mob," that already would be too much money for the average Chinese to spend at one time on a delicacy of this kind. A package selling for a cent, however, would ensure an enormous success to the introducer. The ultimate consumer in China usually buys in cent's worths or less. The Standard Oil Co., for instance, does an enormous business in China, but 95% of its product is in the final analysis sold in just such small driblets.

Just at the moment the great opportunity in China in the manufacturing line is to employ the millions of Chinese unskilled hands in some sort of industry where the cheapness of their labor can be combined with a certain amount of mechanical assistance, in such forms of industry where mechanical appliances would be an assistance—in many cases they would not be. As an instance of the possibilities in China to train labor in some special line, take the strawbraid industry, reference to which was made in the columns of the REVIEW several weeks ago. Not only were the peasants instructed by the Germans in Shantung as to the best sort of cereals to grow so as to get a good quality of straw, but teachers were sent out to train the Chinese workers, mostly girls with stunted feet, who of necessity could not travel a great deal, to plait the straw in their homes. Some of the more enterprising missionary workers also have not scrupled to earn a little for themselves while they were propagating the Gospel, by developing industries in which they prepared articles suitable for foreign use. At Chefoo, for instance, a missionary, not now connected with any regularly accredited mission body established a training school for Chinese orphans about fifteen years ago. While the orphans were being taught, they worked at making lace. The lace is made from a specially mercerized, and laminated, thread, the secret of making which is kept in the hands of a few factories. This missionary took time by the forelock, also, and secured the sole agency from the principal suppliers of this thread. That the teaching of orphans in this way has been a profitable enterprise may be judged from the fact that year by year this missionary considerably increased his real estate holdings, and erected some very attractive houses on the hills surrounding the northern port. In his zeal for business, it may be mentioned in passing, this missionary years ago was in the habit of sending his packages of lace by coolies overland to the British postoffice at Weihaiwei for posting to his customers abroad. The object of sending the lace in this roundabout way was to avoid paying the Chinese export duty, and he did this successfully for several years until the Chinese Customs authorities put a stop to the practice by confiscating one lot of lace and fining him a hundred taels. This industry is mentioned merely as an example of the possibilities. During the past few years, the making of hair-nets has also proved a very profitable enterprise for those who have engaged in developing a home-working labor organization. The demand for hair-nets abroad has increased enormously in connection with the motor car industry. Unfortunately for the Chinese, whose hair is all black, the demand for hair-nets abroad is almost exclusively for lighter shades of hair than black as it must match the color of foreigner's hair—in fact the Chinese, Japanese, and Indians describe the color of the average foreigner's hair as "red." Chinese hair is therefore first sent to Europe or America to be dyed and then sent back to China again to be knitted, the completed product being, of course, again exported. To secure properly dyed hair is by the way very difficult, as very few establishments are proficient in the art. The articles with which an industry on these lines can be developed will, naturally, suggest themselves most readily to those who contemplate engaging in them and who are familiar with them, but the making of buttons and brushes of all kinds suggests itself to the writer as offering a good opportunity, and is submitted as an example of the kind of work in which cheap hand labor may be combined with simple labor-saving appliances.

Just at the moment, however, with the world crying for food, the great opportunity in China is for the man who will introduce some simple, cheap and effective method of conserving the enormous amount of cheap food that is grown in China, packing it in a way that will appeal to the foreign taste, and exporting it. A fair start in this direction has already been made with egg products. Dried yolk and albumen and frozen eggs are now a considerable export from China. Bean oil is being exported from China to America in rapidly increasing quantities. But the one particularly good opportunity is for the man who will evolve some scheme for getting the nutriment out of the very, very cheap vegetables in China and getting them to America in edible form. Some process of drying would seem to be the ideal method of treatment. In this connection a recent editorial article in the Scientific American is particularly *apropos*. The editor, in pointing out that canning is not the best method of preserving foods, says:

> Food must be kept in some form. The usual method for doing this has been by ordinary canning, in which the entire bulk of the fruit or vegetable, including the water in it, is put away, and kept from spoiling by the use of sugar or by excluding air. If any considerable quantity of the green groceries which would normally be thus treated are to be dehydrated, the saving in storage space will be a noticeable item, and the economy of sugar will be another. It goes without saying that if dehydration eliminates 90 per cent of the bulk, ten times as much can be stored in a given space.
>
> A further consideration which inheres in the reduction of bulk and weight is transportation costs. It is perfectly absurd to ship tons and tons of water about the country in the form of fresh or preserved foods. New York and Chicago and the other large cities have plenty of water of their own for every conceivable purpose; why should they pay freight on six or seven tons of water from Florida or California, Delaware or Michigan, every time they bring in a ton of real food value from one of those localities? In the course of a year the amount of water hauled by our railroads must reach a staggering figure. If the food were desiccated before shipment this would cease; and not only would the consumer benefit from whatever share of the reduced cost the middleman might condescend to

allot to him, but a very real economy would be effected in car space, which is so extremely valuable just now.

Finally, there is the matter of containers. For home preserving glass is used; for commercial purposes, where shipment is necessary, the canner is almost driven to tin plate. Every housewife knows that glass jars have kept pace with the rising costs in other lines; and ability to use pulp or fiber or paper containers of one sort or another would be a genuine relief. In the commercial canning field the release from the necessity of using the tin can would be even more of an object, not only from the viewpoint of the immediate effect upon expenses, but from that of the tin-plate industry as well. In few cases is the war-time rise in prices better founded upon increased demand and reduced supply than here. If we could convert to better use the tin which ordinarily goes into the tomato can and its brothers and cousins, substituting for it a material with fewer direct applications to the making of munitions, we should do very well indeed. We need hardly point out that this is possible if we undertake to remove the water from our foods before putting them up for the winter, since the sole object of the tin can is to keep the water in foods which have been preserved in the traditional ways.

All that is said above about saving freight on dehydrated products applies with still greater force to shipments from China to America or Europe. And as regards using some form of fiber instead of tin cans for containers, the Chinese can easily be got to fall in line as they have for centuries been transporting most of their vegetable oils, which form so prominent a part of their dietary, in baskets—lined, of course, with heavy oiled paper.

G. W. M.

Week's News Summary

THE WAR

September 20. British forces, by brilliant rush, break German line near Ypres, advancing a mile and taking 2,000 prisoners.

September 22. Italians and Austrians engage in fierce shell duel for San Gabriele; neither side is able to hold crest and infantry fighting ceases.

September 23. Germans force Russian lines near Jacobstadt, drive the Russians to the east bank of the Dvina and capture the city of Jacobstadt, taking fifty guns.——Detachment of French troops, co-operating with Essad Pasha's Albanians, successfully raids Skumbi Valley, taking 442 Austrian prisoners.

September 24. British forces make further gains at Langemarck.——Germans make fierce attacks on British forces along the Meuse, but are repulsed.

September 25. The German aviator Voss, who is said to have brought down during his career 49 Allied airplanes, is killed in an air fight.——German aircraft raid British East Coast and London; 15 persons are killed and 10 injured.

September 26. British warships shell Ostend.——British troops push Germans further off big Ypres ridge system and restore broken line.——The British Admiralty reports 13 ships over and 2 under 1600 tons sunk during the week.

CHINA

September 23. Niu Chuan-shan, formerly Director-General of the wine and tobacco monopoly, is arrested in Tientsin, charged with embezzlement and fraud. It is also reported that he financially assisted the recent monarchical Government.

September 24. Extensive floods in Chili province occur, the most serious in fifty years. Traffic on the Tientsin-Pukow Railway suspends and parts of the extra-British, French and Japanese Concessions at Tientsin are flooded.——Subject to the approval of the Cabinet, the Ministry of Finance proposes to issue a domestic loan for $50,000,000, the proceeds of which are to be used exclusively to improve the money market.

September 25. Floods in Tientsin and neighborhood continue to rise in height; in the Japanese Concession junks are sailing in the streets; it is estimated that more than a hundred thousand Chinese in Tientsin and close vicinity are homeless.

September 26. Crisis reached, floods in North China; waters begin to subside.——Persistent reports appear in the Chinese press of a proposed monarchical restoration in Peking, with General Chiang Sha-chung commander of the Gendarmerie, at the head of the movement. The civilians in the Metropolis are described as terror-stricken, expecting the coup any time.

September 27. Announcement is made in Peking that a Mandate will be issued shortly to the Ministry of Interior to hasten preparations for assembling a new Parliament.

GENERAL

September 21. Pleading that work in England is too pressing, Premier Lloyd George, Lord Derby and General Smuts decline an invitation to visit America.

September 22. Successful experiments made in France with a submarine-listening microphone by the aid of which the presence and direction of submarines in the neighborhood is determined.——Announcement made in Washington that Justice Cohalan of New York is implicated in German attempts to aid revolt in Ireland.

September 23. Argentine Republic, after sending ultimatum to Germany, receives satisfaction from German government, which disapproves Count Luxburg's private views and states that it will not be influenced by them.——Mr. Lansing, U. S. Secretary of State, publishes a report of the Secretary of the American Legation at Bukharest which reveals that in the German Legation at Bukharest, 50 boxes containing a powerful explosive and one box containing anthrax and glanders microbes were found.

September 24. General strike on the railways in Argentine commences. The strikers are adopting a violent attitude. Meat-canning for the Entente has been interrupted.——An Italian aeroplane, carrying an officer, pilot, mechanic and observer, arrives in London, from Turin, doing a non-stop run of 700 miles in 7 hours and 24 minutes.

September 25. President Wilson signs the War Credits Bill, generally known as the Eleven Billion Dollar Bill.——Announcement is made from Germany that the experiments of using nettles instead of cotton

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have been successful and that 26,000 acres will be sown to nettles in Bavaria next year.——Elections in Sweden result in decisive defeat of Conservatives.

September 26. General Sukhomlinoff, former Russian Minister of War, is found guilty of high treason and sentenced to hard labor for life. His wife is acquitted.

Men and Events

Ned Widler, of the firm of Widler & Co., Chungking, is in Shanghai on a business trip.

The Japan Agricultural Society will hold an exhibition of agricultural products at its headquarters, Sankaido, Tameike, Akasaka, December 6—9.

Five Chinese were burned to death in a fire which occurred in a row of Chinese tenements in Shanse road, Shanghai, September 26.

Roland S. Morris, newly appointed American Ambassador to Japan, sailed from San Francisco on the Venezuela for Japan, September 22.

B. W. Fleisher, proprietor of the Japan Advertiser, is at present travelling in Korea enroute to Peking, and is also later coming to Shanghai.

A Christian tombstone, which is more than 300 years old, has been discovered in the yard of a Buddhist temple in Kioto, and it is now being investigated by expert professors of the Imperial University of Kioto.

W. P. Crismond and Mr. and Mrs. R. H. Gregory have returned to Shanghai after a visit in America. Both Mr. Crismond and Mr. Gregory are members of the British-American Tobacco Company.

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An order for 1,000,000 khaki pocket Testaments for American soldiers and sailors at the front has been placed with the American Bible Society through the National War Work Council of the Young Men's Christian Association.

George Mooser, formerly of Shanghai, in company with two friends, recently made an automobile trip from New York to Los Angeles, an account of which he publishes in "The Jonathan," a Los Angeles publication.

The Central Garage Co., Ltd., is being wound up. F. N. Matthews has been appointed liquidator. It will be remembered that the business of this concern suffered considerably through the embezzlements of a former manager.

Clayton Young, for several years on the editorial staff of the Boston (Mass.) Record is now on a tour of Japan and China, preparatory to proceeding to Manila, where he assumes the position of city editor on the Manila Times.

Monday, October 1, will be observed in Shanghai generally as a holiday, on the occasion of the Chinese Mid-Autumn Festival. The Banks, Custom House and principal hongs will close their doors.

The September number of the To-A Jiron, or Eastern Asiatic Review, a magazine in Tokio owned and published by Koreans, has been suppressed because the Japanese police considered some of the articles, "detrimental to public peace and order."

F. W. Breaker, asiatic manager for the B. J. Johnson Company of Milwaukee, manufacturers of Palmolive Soap, has returned to Shanghai after a trip to America. Mr. Breaker has been appointed president of the American Asiatic Importing Company, recently organized in San Francisco.

The British steamer Minnehaha, owned and operated by the Atlantic Transport Company, Ltd., is among the ships that have been sunk by submarines. It is reported that 50 of those aboard the ship lost their lives. The Minnehaha was built in 1900 and was of 13,714 gross tonnage.

The business hitherto conducted in Shanghai under the name of Markt and Co. (Shanghai,) Ltd., has been acquired and will in future be carried on by Dodge and Seymour (China,) Ltd. Dodge and Seymour are a well known New York business house. The local garage will temporarily continue to be known as the Markt Garage.

Tokio will soon have its own municipal office building, to be built at a cost of Yen 4,500,000. This project has been made as one of the achievements which the municipality is going to carry out in commemoration of the fiftieth anniversary of the removal of the seat of the Imperial goverument from Kioto to Tokio, which the people of Tokio will celebrate in November.

Miss Grace L. Coppock, National Secretary of the Young Women's Christian Association of China, has just returned to Shanghai from a trip to America. Miss Coppock was accompanied to China by eighteen American young women who are to become secretaries of the various branches of the Y. W. C. A. in China. Eight more will come out for this work before January 1, 1918.

Mr. and Mrs. Philo W. Parker, enroute to Manila, stopped over in Shanghai this week, visiting Mr. and Mrs.

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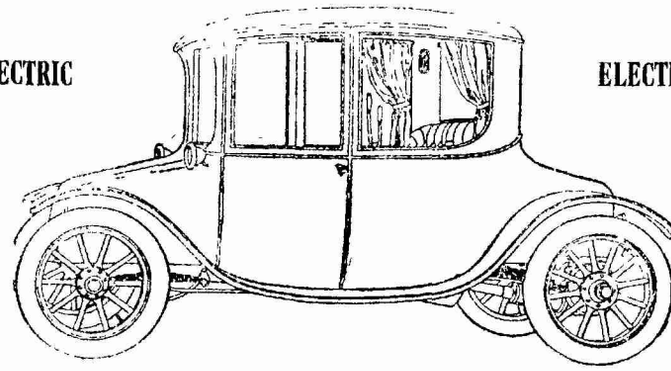

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Twogood. Mr. Parker is manager of the Standard Oil Company of the Philippine Islands. Mrs. Parker was Miss Mabel Rice, daughter of Mr. and Mrs. Edwin Wilbur Rice, Jr. of Schenectady, N. Y. She was married to Mr. Parker in Yokohama two weeks ago.

Ex-Ambassador Gerard in the course of his Memoirs says that at first when he went to Germany his mind was filled with pictures of the German workingmen sitting with their families at tables drinking beer and listening to classical music, but after he had spent sometime in Germany he found that the reason that the German workingmen sat about at tables was because they were too tired to do anything else.

The concentration of all United States troops in the Philippines on the island of Luzon, the utilization of Philippine scouts to fill the depleted ranks of field artillery there and the formation of a provisional regiment of infantry from present scout battalions, are some of the details in the plan now under consideration by General Evans for a redistribution of the units under his command.

The Peking Evening Times, of September 20 says:—The 230 sailors from the Brooklyn, who were a conspicuous feature of the local landscape yesterday, were the most orderly group of men on leave which this or any other community in China has seen for some time. Favorable comments upon the sobriety and good behavior of the visitors were legion and came from foreigners of all nationalities and also from many observant Chinese.

Fifty-eight American and British guests at the Kalee Hotel, Shanghai, which is American incorporated, recently addressed a letter to the directors asking them to expel all guests of German nationality. The Directors replied that they would follow the same practice as in America where it was not customary to expel German subjects wholesale; but they were prepared to deal with individual cases where German guests made themselves obnoxious.

Nathaniel Peter Rathvon of Denver, Colo., and Miss Helen Frances Hall of Denver, Colo., were married recently at the United States Consulate-General in Yokohama. The bride came over the Pacific on the Siberia Maru, accompanied by the groom's uncle, W. R. Rathvon, a noted lecturer on Christian Science in Boston, Mass., and Mrs. Rathvon. Mr. Rathvon is at present delivering lectures on Christian Science in Japan, Mr and Mrs. Rathvon are spending their honeymoon at Miyanoshita and Nikko. They will reside at Shanghai where Mr. Rathvon will engage in the practice of law.

Sir John Jordan, the British Minister to China, has returned from leave of absence in England, arriving in Shanghai September 27 on the Siberia Maru from Japan, and is now the guest of Sir Everard Fraser, British Cousul General in Shanghai. Yesterday Sir John was entertained to tiffin at the Shanghai Club by the committees of the China Association and the British Chamber of Commerce and in the evening he was the guest of the officers of the S.V.C. at dinner; and he will proceed to Peking as soon as communication is reopened. Sir John is doyen of the Diplomatic Corps at Peking, the next in point of length of service being Dr. Paul Reinsch, the American Minister.

Norman Hapgood, formerly editor of Harper's Weekly, after returning from the front in Europe, tells of seeing the family of a French soldier who had left five children at the beginning of the war, and returned to find his family increased by unauthorized twins. They had been credited to him, and then as the father of seven he was exempted from further military service, so that the family though disturbed, was still united. He also tells of asking a Russian soldier in France how many children he had, and being told, "Two when I left Russia. Very probably four by now." To an expression of dismay the Russian answered: "We mustn't be too severe; the people are young; the situation difficult.

An American recently arrived in China writes us as follows: I note that the letter Z, which we always pronounce "zee" in America is pronounced by the British, "zed". Now, as I understand it, this pronunciation of this final letter of the alphabet is really the German pronunciation, and is a heritage of its Saxon descent. This pronunciation has long ago been discarded in America, and with the present execration of all things German it occurs to me to suggest that the British might also discard this archaic pronunciation for the more sonorous "zee". While it is true that the French also use this pronunciation, still there is really no more reason for calling a Z "zed" than there would be for calling a B "bed." Or is "zed" to stay, even though it also happens to be French on the same principle that the German "Ich Dien" (I serve), stays in the motto of the Prince of Wales, because it also happens to be Flemish?

Some little friction has manifested itself during the week between the Chinese authorities and the Municipal Council concerning the registration of enemy subjects. The Chinese authorities had issued a notice to the Germans that they were to register at the Bureau of Foreign Affairs. This order has been generally obeyed. The Municipal Council, however, objects to the registration as carried out by the Chinese authorities in the Municipal limits. Only a small percentage of the enemy residents in the Settlement have so far obeyed the Municipal order to register at the Town Hall. Those Germans and Austrians who have not registered by October 1 will not be allowed to reside within or enter the foreign settlement of Shanghai or pass upon any Municipal road after Saturday, October 6.

The trial of two Chinese "lawyer's touts" on a charge of conspiring with others to promote litigation was set down for trial at the Shanghai Mixed Court last Wednesday, but was not proceeded with, owing to the illness of Mr. Newman, counsel for the prosecution. Among the lawyers present were Mr. Fessenden and Mr. Allan of the American Bar, both of whom asked permission to make a statement. The Assessor, Mr. Byrne, stated that every facility for making such a statement would be accorded at the conclusion of the trial of the accused. Mr. Allan in the course of remarks to the Court complained that Mr. Newman should have referred to his firm at all, and certainly had no right to make use of the words, "a certain section of the Mixed Court Bar." Mr. Allan remarked that Mr. Newman had no right to deal with such a matter: it was a matter for the American Bar. The case is to come on again at the Mixed Court October 1.

At the beginning of the war, and long before there was any thought that America might become a belligerent, Field Marshall von Hindenberg, paid the American army the following com-

pliment as quoted in a recent issue of Collier's Weekly: "If the United States of America ever is called upon in the future to improvise an army, it will be a great army that is improvised. After all, in modern warfare, intelligence is the one indispensable attribute, and you Americans will not have to improvise that; you will only have to organize it and direct it into war industries. But if intelligence is lacking, there can be no useful organization or successful improvisation. The foreign press, even the papers of our enemies, have paid me many undeserved compliments, but I tell you now that our victories are due entirely to the intelligence and to the *Pflichtreue*, or devotion to duty, of the German soldier."

A story of almost incredible Chinese savagery comes from Pengpu, Anhui, where September 11 a band of Chang Hsun's soldiers mutinied with the apparent intention of attacking the northbound mail-train. They were surprised, however, and scattered. General Ni Shih-chang, however, induced the mutineers to return with a promise that their lives should be spared. Instead of keeping his promise however, he executed them September 19, under the following circumstances. The men were called out one by one from the courtyard where they were staying, being told that they were to be paid off and set free. Each one on going through a doorway was seized and his arms bound behind his back. He was then led off by a file of soldiers, none of his comrades knowing what was to happen to him. Sudden realisation came with a great shock and many of them were led along with tears pouring down their cheeks. Sixty-one in all were executed and as the shots were fired, the populace, standing on the mountain slope, applauded by clapping.

The tricks which nationality plays in the lives of persons of mixed races, particularly in the Far East, is well illustrated by the experiences of a young Eurasian, born in Shanghai, the son of a German, now dead, who was prominent in China's Maritime Customs. The son of this German, being born in China where extraterritoriality is in force, followed the nationality of his father, and legally is a German, and so registered in the archives of Imperial Germany. The son, however, was educated in one of the schools in Shanghai where English is the language used. The son from his childhood up never used a word of the German language, and never heard it spoken at home, as his father had no one to speak it to. The youth grew up, however, knowing the dialects of China, and English. Many years ago he went to Russian territory, and learned that language thoroughly, holding a responsible position with a Russian shipping firm at Port Arthur when the Russo-Japanese war broke out, and a similar position with a Russian firm in Vladivostock when the war in Europe broke out. Between these two terms he had been in South Africa for a short time as interpreter in connection with the coolie shipments made to the Rand mines, but spent nearly all of his time between these two wars in Russian territory. His resemblance to a Japanese got him into trouble with the Russians when he was in Port Arthur and the fact that he carried a German passport was sufficient to have him expelled from Vladivostock when the European war broke out, notwithstanding the fact that he has no interest in Germany whatever, knows nothing of the language and has never been in the country.

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Peking Telephone Contract Secured by Western Electric Co.

The Western Electric Co. has been awarded the contract to install a new telephone exchange in the western part of Peking. Tenders for this work have been under consideration for some time, strenuous efforts having been made by Japanese concerns particularly to secure the contract. The growth of the telephone system in Peking has been really phenomenal and the exchange in the western part of the Capital is supplementary to the main exchange in the east city. The contract to supply the plant was originally given to the German firm of Siemens, but owing to its inability to supply material because of the war, a new contract was made necessary, and as already mentioned, the work has been awarded to the Western Electric Co., which is now fitting out a new exchange, except for a portion of the plant which was supplied by a Japanese Electric Company. An American engineer is in charge.

Women's Work

The Young Women's Christian Association of China

The National Committee of the Young Women's Christian Association of China has issued an appeal to the foreign community of Shanghai for funds to carry on its work. According to the report, a balance of Mex. $2,900 is needed at the present time.

The entire support of the local branches of the Association comes from the Chinese, so the National committee must depend upon the foreign community for help. According to the budget for 1917, the committee will need Mex. $6,000 for this year. Of this sum $1,500 is provided through subscriptions in the United States and approximately $1,800 from foreigners in various parts of China who subscribe regularly to this work. This leaves $2,700 still to be raised in the foreign sections of Shanghai and other ports.

The work of the National Committee of the Y. W. C. A. is thus outlined in the appeal for funds:

The National Committee works entirely with Chinese women. It supervises four city Associations and fifty-three student organizations; carries on a Normal School of Physical Education—the only one in China; publishes a Quarterly Magazine and other literature for young women; conducts student conferences in different sections of the country; and does pioneer work in opening new centers, carrying the expense until the new Association is fully organized.

The National Committee is composed of the following persons: Mrs. D. W. Lyon, Mrs. C. S. Lobingier, Mrs. F. C. Armistead, Mrs. W. W. Lockwood, Mrs. D. MacGillivray, Mrs. E. Newman, Mrs. F. R. Sites, Mrs. J. C. McCracken; Madame Nieh, Mrs. F. K. Tsao, Mrs. T. C. Chu, Mrs. Fong Sec, Mrs. A. Ting, Mrs. C. H. Mei, and Misses T. B. Wei, and C. Liang.

Far Eastern Press Opinion

The Militarists and the Politicians

From the Eastern Times (a Chinese newspaper in Shanghai.)

China to-day is the China of militarists and politicians. The militarists and the politicans can save the country, but the militarists of China understand nothing except the seizing of power and the politicians search for nothing except their profits. If they continue to act thus the state will perish.

"No Intelligent American Opinion on Far Eastern Affairs."

From The Far East (Tokio).

The New Republic, in its latest issue to hand, in an article on the Ishii Mission, says "There is no intelligent opinion in this country on Far Eastern affairs." So sweeping a dictum will probably attain the writer's object if it attracts notice to a condition that exists in America with regard to Japan that is worse than simple ignorance and is destined in future years to bring many evils in its train. There is no country in the world about which America ought to have a clearer understanding than Japan. With no other country has America maintained so close a bond of friendship and knowledge for half-a-century. In this period many thousands of American missionaries have devoted their lives to Japan, and many thousands of Japanese students and men of affairs have gone to America for education and knowledge. Apart from the fact that one country is Oriental and the other Occidental, there has been nothing to prevent the closest intimacy, or at least knowledge, one of the other. And yet at this critical time in the relations between the two countries we have an American journal telling its readers that Americans know nothing of Far Eastern affairs.

A British Ex-Missionary Editor Who Appeals to the Worst Passions.

From The Japan Chronicle (a British-owned paper in Kobe)

Among the papers in the Far East which have distinguished themselves by their intransigeant writing in regard to the conduct of the war the *Central China Post* probably takes the first place. It has advocated every form of frightfulness, displayed a fund of abusive language when writing of the enemy which would excite the envy of a costermonger, and has discredited the cause of the Allies by its violence and intemperance. In the latest issue to hand, however, the *Central China Post* even outgoes itself. The subject of the leading article is "The Peace-makers," whom it describes as "persons for whom we could not feel the least measure of respect," although in the same breath it speaks of the "blessing pronounced on the peace-makers." The measure of disrespect is founded on peculiar reasons. Of Morel, Snowden, and Jewett the Hankow paper is "not well informed," but it does know something about Mr. Ramsay Macdonald, who comes from the same country-side as the editor. So incredible is it that any man should think the facts he has to relate are in any way discreditable to the person they concern, that it is better to give the statement as it appears in our contemporary:—

"Mr. Ramsay Macdonald came from our own countryside, and the story told about him there is that his mother was a servant girl of the name of Ramsay, and at first he was called by his mother's name as that of his father was unknown. He was educated for a school teacher, but discovered that his gifts lay in the direction of teaching adults and not children, so he became a professional agitator and added the name of Macdonald to the Ramsay as it sounded better. Now, although no man can be held accountable for his own origin, yet we have Scripture for it that figs do not grow on thistles or grapes on thorns, and in actual experience we find, with regard to the persons we come in contact with, that origin accounts for a great deal."

The Editor of the *Central China Post* is an ex-missionary, which also may account for a good deal,—even for his imagining that any person not endowed with a distorted mind, can regard his remarks on the parentage of Mr. Ramsay Macdonald as reflecting at all on that gentleman and not reflecting very seriously on the mental attitude of the ex-reverend gentleman who penned them. Advocates of war such as the Editor of the *Central China Post*, who sit in their armchairs and incite the belligerents on by appealing to their worst passions, are among the true enemies of mankind and persuade more to accept an inconclusive peace than they know.

American Men's Tiffin

C. Bertrand Thompson, former lecturer on Industrial Management at Harvard University, and author of "Scientific Management," addressed the American Men's Tiffin at the Carlton Cafe Thursday on America's Industrial Preparation for War. He told of the work of the American engineering societies in taking a census of more than 75,000 business establishments immediately after the sinking of the Lusitania, in order that American business might be ready when the call came.

This, in Mr. Thompson's opinion, enabled the manufacturing enterprises of the United States to mobilize their resources immediately and to turn their entire activities toward war ends. He also told of the special courses given last summer in dozens of the leading schools and colleges to prepare young man for government managerial positions in connection with the supplying of munitions and supplies for the army.

L. Everett, of Shanghai, who is departing for America on a business trip, spoke about the growing interests of the American community in Shanghai, and discussed the work of the American War Relief Association, of which he is president. Mr. Everett was the principal guest of honor at the tiffin. He is extensively interested in the shipping business and his trip home is in that connection.

Other talks were made by W. W. Stevens of the Standard Oil Company, who is departing for America; P. F. Wisner, of P. F. Wisner and Co., who is going home on a business trip; and by B. Atwood Robinson, president of the Chinese-American Company, who has just returned to Shanghai after a trip to New York and Boston. Other guests of honor at the tiffin were, J. P. Du Berry, who succeeds Mr. Southmayd as head of the Singer Sewing Machine Company; R. J. Tobin of the same company, T. J. Jones of the Department of Foreign and Domestic Commerce; A. K. Laffer, who has arrived in Shanghai to join the Amos Bird Company; C. E. Kline, a new member of the staff of the American Consulate; and W. R. Johnson who is leaving the British-American Tobacco Company to offer his services to the Government.

Consul General Sammons was toastmater at the tiffin, which was attended by the American business, official and professional community in force.

Raising Funds to Improve the Quality of Silk in China

The Chinese General Chamber of Commerce in cooperation with the Silk Guilds of Shanghai have petitioned the Foreign Silk Association of Shanghai and the Chinese Government at Peking for permission to place a tax of six mace per picul on each silk transaction, three mace of which is to be paid by both buyer and seller, and in addition to set aside six mace per picul from the customs duty on silk. This will yield a fund of twelve mace per picul on all silk transactions in Shanghai and it is proposed to use this fund in investigating and improving the silk industry of China.

This action is a direct result of the recent visit to Shanghai of Mr. D. E. Doughty of the New York Silk Conditioning House, who spent several months in China in lecturing to Chinese silk producers and merchants in an effort to encourage them to improve the quality and quantity of the silk produced here. Mr. Doughty had with him moving pictures showing how this work has been done in Italy, France and Japan. His lectures were given in various parts of China under the auspices of the Y. M. C. A.

This work in other countries has been so effective that China, although discoverer and for many years the first producer of silk, has now been surpassed by other nations, and it is gratifying that at last China has decided to discontinue ancient methods and to make an effort to apply scientific methods looking toward the improvement of this important industry.

According to Mr. Doughty, there are six things that must be done in China's silk industry before it will assume its proper place in the world's silk markets. They are:

First: Modifications of her present methods of reeling the silk cocoon filament into raw silk thread which shall be clean, more uniform, more compact and wound into skeins of proper size and formation to enable manufacturers to wind, double and spin it into silk yarn with less expenditure of time and money.

Second: Improvements in the present methods of sericulture, i.e. the growing of the silk cocoon by the farmer so as to produce a better and more uniform quality of cocoon and a larger quantity with the same consumption of mulberry.

Third: Extension of sericulture to lands which are unsuited for the profitable production of foodstuffs but which are sufficiently fertile to produce good mulberry for the feeding of silk worms.

Fourth: The unification and standardization of the present provincial sericultural schools and the extension of sericultural education under the direction of an educational branch of the central government and the

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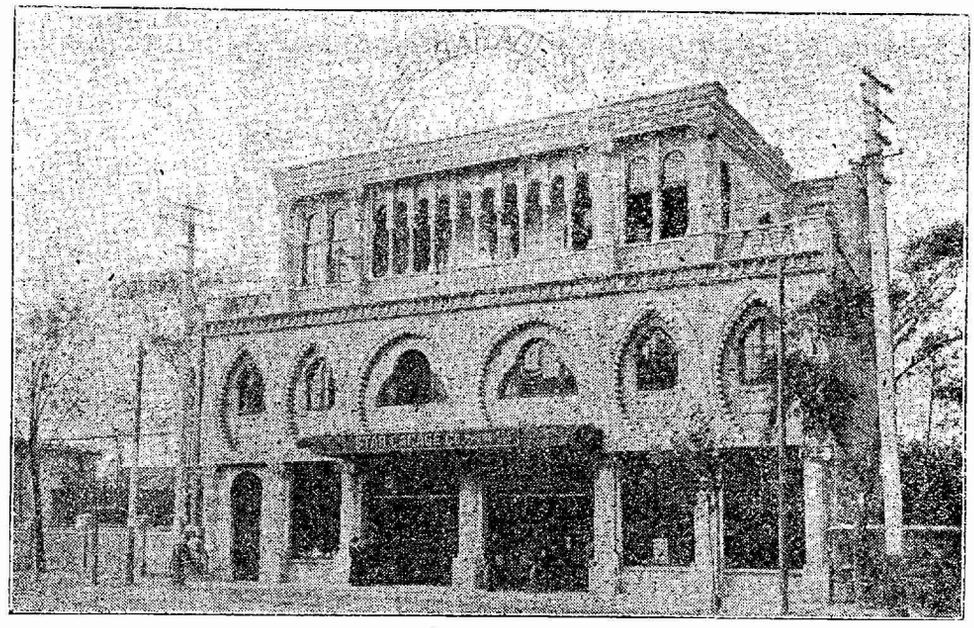

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utilization of the schools by means of short courses for teaching modern sericulture to young men and women who will become the actual silk workers rather than teachers or government officials.

Fifth: The establishment of a sericultural bureau either by the Government or through a national silk and cocoon guild for the production of certified eggs of assured quality to be furnished to the farmers at little or no cost but with the stipulation that they are to be hatched and fed according to proper methods.

Sixth: The establishment of a form of inspection service either by the central government or the provinces which will assure the quality of all silk offered for export and will curtail all kinds of trade abuses which will injure the reputation of China silks.

The reduction of European raw silk production since the beginning of the war has produced an increased demand and a corresponding increase in price for China's raw silk. At the close of the war it will be many years before raw silk production in France and Italy regains its former magnitude, if indeed it ever does. China's opportunity to make raw silk one of the leading commodities in her export trade and a source of great profit to her people as well as a substantial source of revenue for the maintenance of the government, *is now*.

She is amply qualified with climate, soil, and an abundance of especially suitable labor to make herself the leading raw silk producing country, and it will be only her lack of necessary business acumen and vision of the commercial future which will cause her to fail to realize her opportunity.

A "tael" in money is at present exchange, about a gold dollar. A "mace" is one-tenth of a tael. A "picul" is exactly one-fifteenth of an American short ton.

Cotton Growing in China.

One of the chief influences for good in the direction of improving the quality and maintaining the purity of cotton in China is the Cotton Anti-Adulteration Association, which held its sixth annual meeting in Shanghai, September 25, presided over by E. C. Pearce, who is the manager of Ilbert & Co., one of the principal British firms in Shanghai, who in turn are general managers for the Laou Kung Mow Cotton Mill, located in Shanghai, which has more than fifty thousand spindles in operation.

Some of the points which were brought out in the Chairman's address at the above meeting are the following:

The past season's crop was a fairly bountiful one. The highest price touched for Ordinary Shanghai was Tls. 38 in the latter part of June and during July. During May it was about Tls. 29 to Tls. 30 and April from Tls. 24.50 to Tls. 26 and now in September it has declined from the high prices ruling in July and August to Tls. 25.

Some little time back the Chinese Ministry of Agriculture and Commerce secured the services of H. H. Jobson, a cotton expert from America, with a view to going into the question of cotton cultivation in China. The Committee assumed that he would pay a visit to Shanghai and report on the vast cotton area in this neighbourhood. Eventually the Committee decided to address the Minister of Agriculture and Commerce asking that this gentleman might be permitted to visit Shanghai. This letter was dated May 22 last, and forwarded by the courtesy of the Senior Consul, Mr.

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Siffert. However, after four montths there has been no reply, but the Committee still hopes that the authorities will see their way to allow Mr. Jobson to visit this district.

The export of cotton from Shanghai during September, 1916, to August, 1917, amounted to 783,200 piculs over and above the amount consumed locally. The approximate value of cotton exported say at Tls. 25 per picul, a very low figure, implies a revenue to the farmers and dealers in cotton of no less a sum than Tls. 19,580,000. Surely, when one also takes into consideration the value of cotton used by the local mills, it is a trade well worthy of Government support, as without support and stoppage of the evil of adulteration, it merely means that foreign cotton will be imported in larger quantities and the money thereby leaving China. The following figures of imported raw cotton are not without interest:—

Sept.	1916 to	August	1917	128,570
„	1015 to	„	1916	340,809
„	1914 to	„	1915	247,122

If China only fostered her cotton growing industry it would not be necessary to import a single picul of foreign grown staple, except for the spinning of high counts.

Among those present at the meeting were:—Messrs. Brooke Smith, G. Wuilleumier, M. Simmons, A. H. Leslie, B. Hatabu and Ping Un and the secretary, Mr. A. Jessiman.

On the suggestion of the Chairman, the meeting recorded a vote of thinks to the staff for the work done during the year and also to Mr. MacGregor, who had, as usual, conducted the work of the Testing House to the entire satisfaction of the committee.

How the American Government is Helping Exporters

The official activities of the American Government in connection with export business which have hitherto been the most important, have in recent years taken on entirely new forms. Not even the most ardent advocate of individual action can avoid the conclusion that it is part of the work of the Government to offset the operation of other governments, or the advantages of joint action among exporters in other countries which place a handicap on American traders undertaking to do business in competition.

There is a very large field for Government activity in collecting and making available information which individual concerns cannot be expected to collect and make available for themselves. This has been during the past few years the main work of the Bureau of Foreign and Domestic Commerce. The seven district offices and the nine co-operative offices now maintained by the Bureau have been extremely useful in extending the service of the Bureau into the chief commercial centers of America Through these sixteen offices every manufacturer in the country who is seriously interested in exporting may secure contact with the Government's funds of information concerning export business.

By the ten commercial attaches who are now maintained in some of the chief commercial centers of the world, the Bureau has established another direct contact with sources of commercial information which was not available until recent years. This service is useful in connection with the preparation of information and direct aid to American exporters.

The Division of Commercial Agents is another department of the Bureau which has grown enormously in usefulness during recent years. There are now eight commercial agents traveling in the United States. Four of these are making preliminary trips, learning what American exporters would like to have them find out about the fields they expect to visit, while four are engaged in giving to American concerns the results of their investigations. Sixteen are traveling abroad and are sending home reports at frequent intervals. The work of most of these men is being conducted by trades. One agent is investigating boots and shoes, another textiles, others are covering the hardware trades, four men have recently started an investigation of foreign lumber markets, two are at work on electrical goods, others on railway material, agricultural implements, paper and printing materials and wearing apparel. Still other agents are making more general inquiries.

Merchandising methods in general are to be the subject of an inquiry which is still in process of organization. Probably it will be mainly conducted in America for the present. The principal purpose of the inquiry is to make a compilation of the actual facts about merchandising methods more thorough and complete than any such compilation hitherto prepared. It is the purpose of this inquiry to pool the experience of every exporting manufacturer and every export merchant in the United States, and then to formulate and group the materials thus collected for the betterment of the methods of American manufacturers and merchants. —*From a recent address of Prof. Paul T. Cherington of Harvard University.*

The Manchurian Bean Export

The great accumulations of soya beans in North Manchuria from last season, which it was impossible to ship as there were no railway cars available, have at last begun to move. During the past few weeks some hundreds of new freight cars, shipped out from America knocked down and erected in the shop near Vladivostock, have been put into service and cargo has begun to move on the main Russian railway line in both directions. Something like two hundred thousand tons of beans have accumulated at Vladivostock and Japanese boats are now busily engaged in bringing some of this cargo to Dairen. In the ordinary course the beans would have reached Dairen direct by rail from North Manchuria. The freight rate is about Yen 1.50 per picul (133 lbs), say just over half a gold cent a pound. It is expected that imports of beans from Vladivostock to Dairen will continue until the former port is closed by ice.

Scientific Agriculture in China

Since the year 1907, when an agricultural experiment station was opened by the Chinese government in Peking, a rapidly increasing amount of attention has been paid by the Chinese to scientific agriculture. An agricultural college and experiment station has since been established at the capital of each province, besides many additional experiment stations, so that there are now 130 of the latter in the 22 provinces—more than twice as many as exist in the United States and its possessions!

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In Chihli province alone there are 31 agricultural experiment stations. China has two cotton experiment stations, and is considering the establishment of another. Experiments are made at these stations in seed selection, seed distribution, plant harvesting, soils and manures, treatment of pests, and cotton weaving. Stock-raising experiment stations have been opened at Kalgan and Shih Men Shan (Anhui.) In 1916 China established a department of forestry, with a forest commissioner in each province. Forestry experiment stations and training schools have been established at Ch'ang Ch'in Hsien (Shantung) and in the Temple of Heaven, in Peking. The American-supported university at Nanking has maintained a college of agriculture and a school of forestry for several years.—*Scientific American.*

Commercial and Financial Notes

On August 18, hogs reached the record price of G.$18 a hundredweight on the Chicago market. In Shanghai the price ranges from G.$10. to $12 a hundred.

A Japan-Hellenic Association composed of Japanese and Greeks who are interested in bringing about closer relations between Japan and Greece was organized in Tokio last week.

The Shanghai business community was "shocked" during the past few days by several sharp and rapid drops in the silver exchange, which had been maintained at an extremely high level steady for almost two weeks.

Among the recent orders placed in the United States for equipment for the American railroad that is being constructed in France are 17,000 cars, 150,000 tons of steel rails, and 75,000 tons of railroad spikes.

The American sugar crop for 1916 will amount to 2,500,000 tons, which will amount to three-fifths of the country's needs. The balance will be supplied by imports from Cuba.

The Yokohama Specie Bank has obtained a license from the United States government for the exportation of American gold to Japan, which has been granted on the understanding that the gold will be purely for a commercial purpose.

William S. Kies, vice-president of the National City Bank of New York City, U. S. A., announces that the wealth of the United States is now about $240,000,000,000, which is more than the combined wealth of England, France and Germany.

It has been announced that the Japanese freight steamer Koto Hira Maru, which went ashore on the Pacific Coast of America in July is a total loss. The vessel and cargo were valued at G.$1,000,000, and were owned by Mitsui and Company of San Francisco.

The peppermint stalk, from which menthol is made, is largely cultivated in Japan, principally in the Hokkaido district. Japan's principal customer for menthol crystals at present is America. The state of Michigan grows most of the peppermint for the menthol produced in America.

Fifty-three merchantmen, representing a combined tonnage of 392,000 are now under construction in the twelve leading shipbuilding yards of Japan. These figures do not include the tonnage being constructed in minor yards. It is stated that Japan is now equipped to turn out 600, 000 tons of new shipping annually.

In the last fiscal year, 1,876 ships passed through the Panama Canal. In the preceding fiscal year the number of ships availing themselves of the waterway was 787, and in 1915, 1,088. When the effect of the big war on shipping interests is considered the record of the last year is a significant forecast of the future business of the canal.

The China Industrial Development Company of Japan has effected the revision of its articles of association so as to make it possible to undertake a big electric bulb manufacturing enterprise in China in conjunction with the Tokio Electric Company. Messrs. Yujiro Tachikawa and Hirao Riko have been elected Directors of the company.

Notwithstanding an advance of from 50 to 150 per cent in the price of all railroad equipment, immense contracts for locomotives and cars are being placed by foreign governments in the United States of America. Most of the big locomotive orders now are for engines to be used across the seas. The total number of locomotives now under contract for export to foreign lands is reported as 1,014, and for domestic use 187.

Five German boats the Rajah, Tubingen, Coblenz, Sambia and the Princess Alice, which were seized by the United States, have been turned over to the Pacific Mail Steamship Company by the Federal Shipping Board for operation on the Pacific. Four of these vessels are now being repaired at Hongkong and Manila. The Tubingen, which has been renamed the Seneca, has already been placed in service.

The auction firm referred to in the article, "The Auction Business in Shanghai," appearing last week, informs us that we are in error in stating that "The business of the principal British auction firm has declined considerably in recent years," and we regret that this inaccuracy should have occurred. The managing director states that as a matter of fact their business was never in a more prosperous condition and, but for war conditions, there is no reason to anticipate that this prosperity would not continue.

W. Averill Harriman, of New York, through the Merchant Shipbuilding Corporation, which he organized and controls, has just signed contracts with the American Emergency Fleet Corporation for the construction of what is understood to be the largest amount of steel shipping tonnage so far ordered by the Emergency Fleet Corporation from any single concern. The Merchant Shipbuilding Corporation operates Mr. Harriman's new shipyard at Bristol, Penn., on the Delaware, and this yard is to construct for the Government forty 9,000-ton fabricated steel freight steamers.

There is one automobile for every twenty-nine inhabitants of the United States of America, according to figures for last year made public by the Federal Public Roads Bureau. Iowa, with one car for every eleven persons, leads the country in the number of machines registered in proportion to population. California, Nebraska and South Dakota rank next in order. Arkansas, with one automobile for every 116 persons, is at the foot of the list. The New England States are more uniformly supplied with motor cars than any other section of the country.

With the double purpose of building up trade and facilitating the movement of large cargoes of nitrates used in explosives to the United States, the Federal Shipping Board has announced that five cargo ships, aggregating 27,000 tons, would be put into the South American service beginning Oct. 1, and would make

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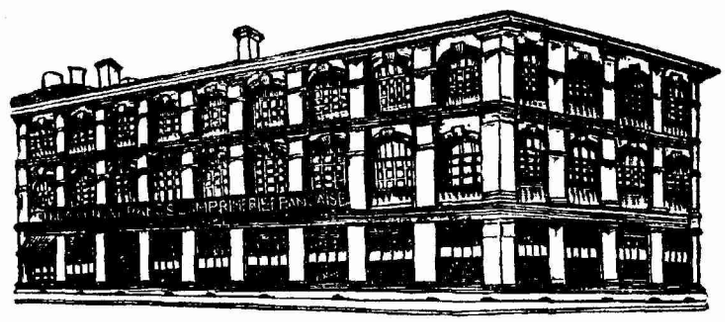

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fortnightly runs. These vessels were under construction by the W. R. Grace Company of New York, and were taken over by the Government under the recent commandeering order intended to speed construction. The Government will retain control of their movement, but will charter the steamers to the Grace Company, which will operate the service.

As will be seen from the tariff of the Japanese steamer lines running between Shanghai and Dairen, passenger fares and freights are collected in silver at the Shanghai end and in gold from the Dairen end. Thus, for instance, a passenger ticket from Shanghai to Dairen costs forty Mexican dollars, but in the opposite direction forty yen. At the usual exchange the former trip is the cheaper, but at present the difference is in favor of the latter by about fifty percent. To meet this situation, although no change is made in the price of passenger tickets, freight rates from Dairen to Shanghai are to be increased fifty percent over existing rates commencing October 1.

A sugar war is in prospect in Japan. Japan's sugar refining industry has grown up almost entirely since the war with China, as a result of which the latter had to give up Taiwan, one of the best sugar-cane raising areas in the world. Japan produces annually about four hundred thousand tons of sugar, the centrifugal coming from Taiwan, the product of the latter being protected by an import duty on outside products. The price of sugar has, however, been kept up by the manufacturers, who have been working in combination, at a level of prices where it would have been profitable to import other than Taiwan centrifugal, but the companies, by agreement, refrained from doing so. The spell, however, has now been broken, the Meiji Sugar Manufacturing Company having imported sometime ago from Java, centrifugal to the extent of something like 100,000 piculs for its refining plant, and the other manufacturers are following suit. Prices for sugar in Japan are, as a result, weak.

The Share Market.

RUBBERS Official only	Closing Quotations, Week End. Sept. 21	Last Quotation, Fri. Sept. 28	Business Done in Shares During Week: High	Low	Net Chg.
Anglo Java	8½	8¾	8¾	8¾	—
Bates	0.95	0.95	0.95	0.95	—
Chemor United	1	1.02½	1.10	1.10	+07½
Consolidated	2½	2¼	2¼	2¼	—
Java Consolidated	17	16½	16½	16½	—
Samagaga	0.75	0.72½	0.72½	0.72½	—
Sua Manggis	5.17	5¼	5¼	5¼	—
Tanah Marah	1.00	1.00	1.00	1.00	—
Tebong	17¼	16¼	16½	16¼	—
Ziangbe	5	4¾	4¾	4¾	—

BANKS, INDUSTRIALS, INS. COTTONS, LANDS, ETC.

Banks	4.90	5.30	—	—	—

EXCHANGE

Bar Silver	54	51½	55	51½	−3½
T. T. on London	4/10½	4/3	4/10½	4/3	−0/7½
Sov. Bnk. Buy. Rt.	4.10	—	4.21	—	+0.11
Gold $ Bnk. Buy. Rt. T.	.85	—	.87	—	+.02
Mexican	72.2	72.2	7.22	—	—
Native Int.	11	15	20	10	+10

LONDON RUBBER QUOTATIONS

Spot	2/9¾	2/9½	2/9¾	2/9½	—
Forward	2/10½	2/10¾	2/10¾	2/10¼	—
Tendency	Steady	Quiet			

Date	Langkat Oil Output	Tons.
Sept.	20	79
,,	21	79
,,	22	78
,,	24	79

CLOSING OF TRANSFER BOOKS & DIVIDENDS.

Share	Period	Dividend
Anglo French Lands.	24/9 to 3/10	Tls. 3.
Anglo Java	26/9 to 3/10	,, 0.25
Consolidated	5/10 to 11/10	,, 0.12

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New Books and Publications

The Future of India

For India, by W. W. Pearson, M. A. B. Sc. With an Introduction by Paul Richard. Tokio: The Asiatic Association of Japan.

"HOME Rule for India is inevitable and also imminent. Truth and Justice always have their day. After a hundred years of waiting this day has come for India. The question is not whether Home Rule will be or no, but how it will come. Will it come in the form of a gift or will it be taken by force?" This extract furnishes the keynote for a very interesting pamphlet. The author, who was educated at Cambridge, and was for many years engaged in educational work in Calcutta, acted during Sir Rabindranath Tagore's tour in America, as his private secretary.

The author, whom the publisher describes as, "a well-informed Englishman known for his unbiassed disposition" argues that India is only asking for the same thing that the Allies are fighting for and with greater reason, for if the freedom of small nations is desirable, that of a large one is even more so.

Answering the objection that India is not ready for self-government Mr. Pearson gives a resume of the accomplishments and capabilities of the leaders of modern Indian thought.

To those who say that India is not united, the author points out that geographically India is a unit, and argues that in these days of enlightened public opinion even such great religious differences as exist between the Hindus and Mohamedans are being sunk in a common love for the Motherland. In confirmation of the fact that all classes of Indians are united in questions affecting the good name and self-respect of India as a whole, the author refers to conditions in South Africa in 1913, when he accompained C. F. Andrews in an investigation into the condition of indentured Indians, concerning which he says: "The whole community of Indians, which consisted of more than a hundred thousand of the coolie class, and many hundreds of traders and Colonial-born English speaking Indians, were united as one man under the leadership of Mr. Gandhi. Parsees, Mahomedans and Hindus alike proved the sincerity of their convictions by sharing with each other the hardships of prison life, hardships which can with difficulty be understood except by one who has visited the prisons in South Africa." In this connection the author also writes: "But other examples are not lacking in proof of the unity of all classes of the people of India. The question of the abolition of the Indenture System of Indian Labour in the British Colonies, which system was a constant reproach to the self-respect of the Indian people, interested the Marwaris in Calcutta, the Parsees in Bombay, and the people of every Province in India. On many other questions such as Home Rule, the attitude of Canada towards Indians, and the question of the position of Indians in the Public Services, the people of India have been unquestionably united."

In a chapter devoted to Poverty in India the reader is reminded that since 1900 there has been a loss of life in India owing to famines of 20,000,000 people. The author is of the opinion that Britains rule in India is mostly in favor of the British capitalist; the peasant is to-day poorer than ever before. "An annual amount of more than £10,000,000, is paid out of India as interest on the foreign capital invested in the railways of the country, and in addition to this the Railways are invariably made to serve the interests of the European passengers and business firms in preference to those of Indians themselves."

"The Army is another 'benefit' of British rule. It is supposed to be an army for the defense of India, but is in reality an army of occupation which is occasionally used to put down Frontier risings, but has more frequently been used in foreign wars which had as their object the aggrandisement of the British Empire. For this India is forced to pay without getting anything in return from the rest of the Empire except insults."

The most important phase of Home Rule for India—that is, Japan's relation thereto is discussed in the last chapter. Looking forward to the day when there may be a rising in India which the British Army may be unable to quell—in which event it is probable that the British would ask for Japanese assistance—the author writes:

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"There is nothing in the existing treaties, at any rate so far as they are known to the public, which requires Japan to help Great Britain in India except in the event of the attack or invasion of India by another power such as Russia. What secret understandings there may be between the diplomatists of the two countries it is beyond the power of any honest man to say, but arguments cannot be based on the possibility of the existence of agreements which cannot be made public. . . . The honor of Japan does not demand her intervention in India nor do the wishes of her people require it. It is impossible to imagine that the people of Japan would wish to interfere in any popular rising in India for the winning of the freedom of the people. . . . India is bound to Japan by ties closer than those of a political alliance, and for Japan to help in crushing a revolution in India would be for her to fight against a part of that great Unity of which she is a member, and not only so but also against the possibility of ever becoming the recognised head of Asia. India would be forced to regard Japan not as her friend but as a neighbor upon whose friendship she could not rely, and the whole of Asia would regard her as a renegade instead of as their natural leader. To follow such a line of action would politically be more than a fault; it would be an unpardonable and irretrievable blunder. . . . In the next great readjustment of World Powers in the near future in what group could Japan find her true place of leadership save in that of Asia? In all other possible combinations she would be merely a vassal. She can be a Master Power only when all other countries of Asia become free to confer on her that mastery. How then could Japan fight against Home Rule for India when that Home Rule is the indispensable condition of her own rule in the future?"

G. W. M.

Frank Waterhouse Co's Pacific Ports. Edited by Welford Beaton. Third Edition. Seattle, U. S. A.: Terminal Publishing Co. Oriental Press, Shanghai.

This handbook of 350 pages is a most valuable book of reference for the merchant and shipper, being a combined commercial geography, commercial dictionary, transportation guide and marine manual of the Pacific Ocean. In the geographical section information is given as to the people, climate and resources of the various countries bordering the Pacific, and there are also interesting and important details concerning the U. S. Customs, particulars as to parcel post, statistics as to commerce, a dictionary of the more common technical terms used in business transactions, cable rates, moneys, distances, weights etc.—in fact most anything that a business man whose goods traverse the Pacific in any direction might want to know.

At the Hotels

The following guests have registered at the Astor House Hotel during the week: T. A. Burson, Peking; J. Rasmussen, Hankow; R. D. Eppers, Hangchow; R. Russell, Honkow; A. Daniels; W. M, Eliff, Hankow; O. G. Herbert, Hongkong; J. G. Covington, India; A. MacImes; Mrs. W. F. Newman, Nanking; W. C. Junor; A. Logan, Mrs. Samson; Mr. and Mrs. A. Konoff, Odessa; S. S. Miller, Norway; Mr. Braginly, Vladivostock; R. Wan, Vladivostock; Capt. and Mrs. H. E. Knight, Leelung; Mrs. F. A. Gee and two children, Wei Hai Wei; Mrs. J. H. Donnethorne, Wei Hei Wei; Mrs. K. J. Wilton, Wei Hei Wei; H. J. Eddo, San Francisco; A. Coltman, Peking; Mrs. M. A. Lissak, Honolulu, J. H. McKee, Muscatine, Iowa; T. Mori, Tokio; Mr. and Mrs. M. Lewis, Sacramento, Cal.; A. V. Pettilee, Japan; W. E. Heppell, New York City; M. A. Macfarland, Japan.

The following persons have registered at the Palace Hotel during the week: C. Huych, Peking; Mr. and Mrs. G. R. Howatt, Peking; Mrs. E, M. Gee; M. Tsajimara; A. Turner, Canton; F. J. Harrison, Nanklng; C. M. Cuykendall; J. P. Jameson, Nanking; Mr. and Mrs. Spalding; Mrs. Surplice, Dairen; K. Tashima, Moje; G. Watanabe, Moji; O. O. Majo. Tientsin; Mrs. Skiddsky and children; W. Horner, Harbin; L. Schmitts, Harbin; Mr. and Mrs. W. Baldwin, San Francisco; T. Adair, London; R. G. Finlator; A. G. Nichols, Manila; R. H. Cousins, Hongkong; Mr. and Mrs. F. B. Keif, U. S. A.; Mr. and Mrs. L. Antonaich, Shanghai; Mr. and Mrs. A. C. Burn, Hankow; Mr. and Mrs. H. R. Harding, Shanghai; Mrs. A. Cross, Nanking; Miss. Ahern; D. Malnikoff, Mr and Mrs. Nissingen; Mrs. A. Semsen; J. W. Bewic, Hankow; G. Stall, New York; Mr. and Mrs. Seynot, Peking; Miss Lyaband, Peking; Mr. and Mrs. D. Baumstead, Oak Park; Geo. M. Hawkins, San Francisco; D. Edwards, Hankow; H. E. Howard, Hankow; Mr. and Mrs. W. Howard, Hangchow; Mr. and Mrs. Booth, Peking; E. A. Canstenson; W. H. Milna, Hangchow; A. Raux, Hankow; Mr. and Mrs. J. U. Hawthorne; Dr. and Mrs. E. R. Smith, Hankow; Mr. and Mrs. F. S. Williams, Soochow.

The following guests have registered at the Kalee Hotel during the week: Miss F. A. Cooley, D. J. Steinsberg, New York City; Wm. Thom, Hongkong; Mr. and Mrs. Cuthbert and daughter, Durban; Mrs. V. Vaughan and daughter, Kobe; L. D. Cooper, Harbin; Mrs. Greenfield; T. B. Ott, Ningpo; A. Bosto, Chinkiang; Mr. and Mrs. Stankowsky; Mrs. Thachmoriba and child; Mrs. W. A. Lambert, Manila; Mrs. Archangelsky and two children.